



VOL. 12, NO. 3 (ISSN-0009-7810)

MAXWELL AFB, ALA. 36112

Recent Missions Add Five More Saves To Total

MAXWELL AFB, Ala. — The Oklahoma Wing was credited with CAP's latest save Jan. 24 when searchers located a missing four-year-old boy, Samuel Eggers, who was lost in the area three miles north of Guymon, Okla.

The boy's family notified the Texas County sheriff's office at 4:30 p.m. CAP was alerted at 6 p.m. A four-man ground team found the boy at 7:30. He was delivered to his parents by the sheriff.

There have been two other recent life saving missions.

Three persons were saved from a helicopter crash in Utah when personnel from the Sevier Comp. Sq. (Utah Wing) located the crash site using ELT direction-finding equipment.

The Alaska Wing's Kenai Comp. Sq. was credited with a save when it located a crash survivor 145 miles west of Anchorage using ELT locator. CAP flew 16 sorties on that mission. Alaska State Troopers also flew several sorties and recovered the survivor.



STATE FUNDING — Col. N.J. Knutz, commander of the Missouri Wing, left, discusses state funding of the wing with Maj. Gen. Robert E. Buechler, Missouri adjutant general. The Missouri Legislature recently passed a bill creating an Office of Air Search and Rescue, directed by Knutz, under the adjutant general's office. The State of Missouri will provide \$10,000 from its general revenue fund and matching federal funds will be added.

Unit Honors Commander for 30 Years Service

NEW MILFORD, N.J. — Members of the North Jersey Sr. Sq. (New Jersey Wing) honored their commander, Lt. Col.

George J. Bartole Jr., with a dinner to commemorate his 30 years of service and dedication to Civil Air Patrol, according to

2nd Lt. Harry Liming, unit public affairs officer, who was the master of ceremonies.

The dinner was held at a

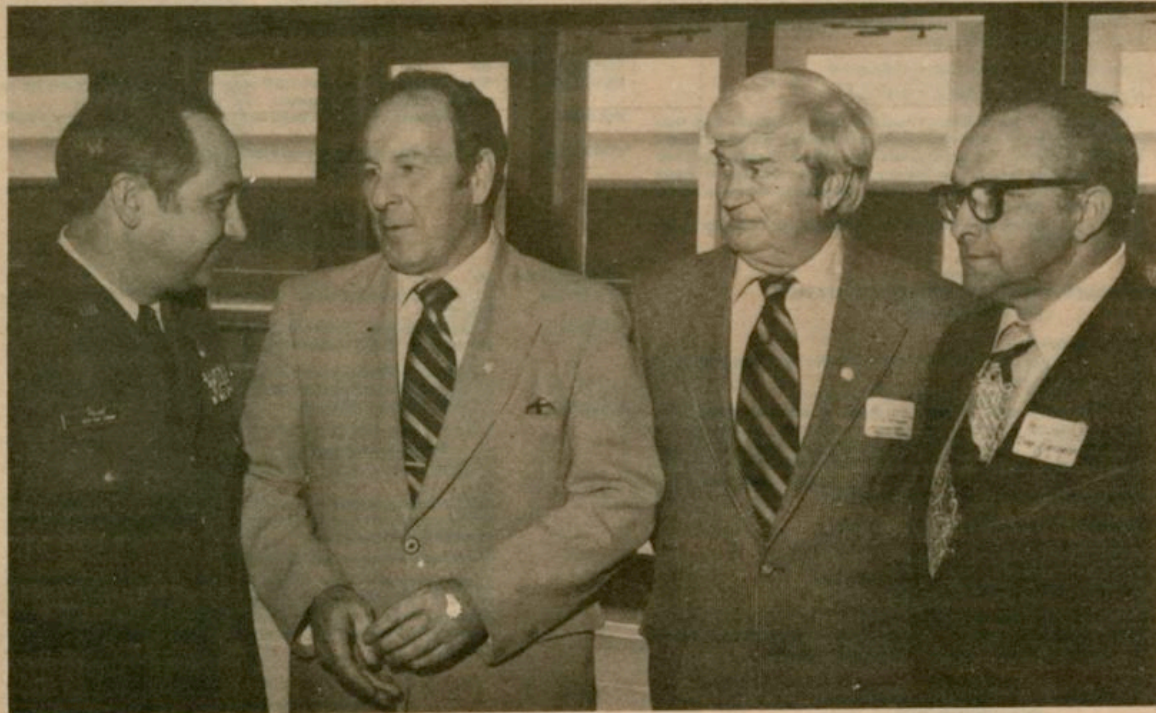
restaurant in Moonachie, N.J. Squadron members, their wives and friends attended. Col. Frederick Bell, former New Jersey Wing commander, delivered the opening and closing prayers.

Bartole received a red service ribbon from Bell and a certificate of appreciation plaque from the unit members. Bartole's wife, Gloria, received a philodendron plant for allowing the squadron to monopolize so much of her husband's time, said Liming.

The restaurant owner, George Bolsek, told how he remembered from childhood seeing Bartole in his CAP uniform going to activities.

Bartole first joined CAP in February 1950. He has served as commander, deputy commander and inspector general of New Jersey Wing's Group 221. He was also commander of the Sarasota Comp. Sq. in Florida. Previously he was a member of the Kearny, Bendix, Teterboro and Saddle Brook Comp. Sqs. in New Jersey.

He has taken part in more than 50 civil defense and search and rescue missions and exercises. He organized the unit he presently commands as a search and rescue squadron.



AEROSPACE SYMPOSIUM — John V. Sorenson, deputy chief of staff for aerospace education at CAP National Headquarters, second from left, joins Air Force Col. E.J. Zulauf, commander of the Rocky Mountain Liaison Region, left; Dr. Herb Kaczmarek of Western State College, center right; and Dr. Boyd Baldaur of the University of Colorado, during the Fourth Annual Aerospace Education Workshop and Educators Symposium at the Air Force Academy. Sorenson was keynote speaker at the January meeting, which 38 educators from Colorado, Utah and Wyoming attended.

Inside Index

Aero-Astro Answers ..	Page 3
Cadet Awards	12
CAP News In Photos	14
CAP Obituaries	12
National Commander's Comments	4
People In The News	15
SAR Statistics	3
Way Back When	5

Civil Air Patrol Management Analysis Program (CAP-MAP)

By Colonel Joseph J. Hannan,
USAF
Director, Plans and Programs
National Headquarters

The Wing Effectiveness
Evaluation Program (WEEP)
was discontinued

right elimination of reports, additional reductions were achieved through changes in the frequency of reporting. Reporting requirements that were either eliminated or changed include:

- Aerospace Education Workshop letter report (Deleted).
- External Aerospace Education letter report (Deleted).
- Chaplain Program Quarterly Report (Changed to semiannual).
- Quarterly Accident Prevention Questionnaire (Deleted).
- Quarterly IO Activity Report (RCS: CAP-N1 (Deleted)).
- Wing and Region Cadet Activity letter report (Deleted).
- Emergency Services Coordination report (Deleted).
- Squadron Leadership School Attendance Report (Deleted).
- CC Radio Station License Report (From semiannual to annual).
- Region Commander Nominations (Deleted).
- Annual Wing Inventory of Nonexpendable Property (Inventories have been placed in National Headquarters computer where inventory updates can be achieved by pencil annotations on computer printouts).

tations on computer printouts).

- Wing Consolidated Report of Emergency Services Training (Deleted).
 - Wing Report of CD Course Completion (Deleted).
 - Wing Report of Qualification/Requalification of Members in Emergency Services Positions (Deleted).
 - Legal Officer Info Directory (Deleted).
 - Wing Commander Effectiveness Report (Deleted).
- Although a significant reduction in reporting and paperwork was achieved, cancellation of the WEEP had two undesirable side effects. First, it left Civil Air Patrol without a formal management analysis program. Secondly, it caused termination of WEEP awards. Thus management lost an effective tool for measuring CAP readiness to perform its missions; and, deserving units lost an opportunity to be properly recognized for their efforts. The Civil Air Patrol Management Analysis Program (CAP-MAP) was instituted to again allow top management to track CAP readiness. The new program also incorporates a Reports Review and Analysis Committee which is chartered to act as watchdog

on the program. Thus, efforts to reduce unnecessary paperwork in the field will not be allowed to regress.

The system also provides a mechanism through which a new recognition subprogram can be implemented. The NEC approved a CAP-MAP subprogram to replace the old WEEP awards. "Top 8 in the 80's" awards under CAP-MAP will initially run from 1 January through 30 June 1980 and thereafter be on the CAP fiscal year cycle.

Under the CAP-MAP objective/subjective evaluation sub-program, Commander's Special Emphasis Items (CSEI) are used as yardsticks to objectively appraise unit level readiness. Criteria are also provided for region commanders use in making subjective evaluations of win performance, thus giving region commanders a strong voice in selecting the "top" wing under their command. The objective portion of CAP-MAP is assigned a numerical value of 75% while the subjective evaluation is weighted at 25%. Objective and subjective evaluation scores will be combined for final CAP-MAP results to identify the top performing wing in each region as one of the "Top 8 in The 80's". An average of the objective evaluation scores of wings

within each region, combined with subjective evaluation scores assigned each region by the five impartial members of the NEC (region commanders excluded), will be used to select the "Top Region in Civil Air Patrol". Also, awards will be given to the top wing commander in each region and top region commander in Civil Air Patrol. This recognition will not automatically go to the commanders of the top eight wings or the top region since factors other than those included in the CAP-MAP criteria will be considered.

Because of the six-month interim CAP-MAP cycle, some functions such as Financial Accounting and activities such as the Aerospace Education Leadership Development Course that would normally be special emphasis items were excluded from the 1 January-30 June 1980 CAP-MAP criteria because their conduct/completion will not fall within the rating period. However, there should not be a let-up in emphasis on these and other equally important programs that were necessarily excluded from the current CAP-MAP cycle but which will be included in the FY '81 CAP-MAP criteria. This action will insure that proper recognition is given to the wings that did not let-up

and continued to give full support to the whole program during the interim.

Region commander's subjective appraisal of the performance of wings under their command; weighted at 25% (500 points) of total possible score; is based on the following subjective Commander's Special Emphasis Items (CSEI); each having a possible top value of 100 points:

- Consistency of operational performance.
- Improvement in overall mission performance.
- Degree of acceptance of the total CAP mission.
- Success in implementation of all CAP programs.
- Overall qualification and capability of headquarters staff.

The same criteria will be used by NEC members (other than region commanders) in their appraisal of region performance. As mentioned earlier, the subjective rating combined with an average of the scores earned by assigned wings under the objective evaluation will be used in selecting the Top Region in Civil Air Patrol. All ratings will be subject to final approval by the National Commander and Executive Director.

The following are the criteria for the objective portion of the CAP-MAP evaluation:

WTH
PERSONNEL

in membership levels and measure ship.

is Report

or growth up to 10%. Growth will be 1979 cadet and senior membership r 1979 Data Processing Membership awarded in accordance with growth

orientation program through cooperation between operations and cadet training.

SOURCE: Second and third orientation flight cards (CAPF 77) submitted by squadron commander/orientation flight pilot/cadet and posted by data processing to cadet record.

FORMULA: $\frac{\text{Total No. 2 and No. 3 Orientation Flights}}{\text{Goal}} \times 140$

GOAL: One-sixth of total No. 2 and No. 3 orientation flights not yet completed as shown on 31 December 1979 data processing printout.

DEFINITION: A cadet orientation flight consists of: "At least thirty minutes of actual flight experience, preferably accomplished in the local flying area and conducted according to flight profiles outlined in CAP Form 77. CAPM 50-16 outlines the cadet flight orientation program."

appraisal of CAP's current and potential capability for performing both its peacetime and wartime missions.

SOURCE: The Wing Emergency Services Resource Report, submitted to National Headquarters/DOS, postmarked NLT 30 June 1980, with information as of April 1980. The report will contain a list of all "Mission Ready" emergency services personnel and aircraft with all additional pertinent information as shown on the attached Wing Emergency Services Resource Report Form. Wings that so desire may use their own method and format for collecting and reporting this information.

FORMULA: One hundred and fifty points will be awarded for the timely and accurate submission of the CAP Wing Emergency Services Resource Report.

SENIOR MEMBERSHIP	POINTS
DWTH LEVEL	50
ntains Strength	60
1%	70
2%	80
3%	90
4%	100
5%	110
6%	120
7%	130
8%	140
9%	150
10%	150

CSEI NO. 5
CHAPLAIN PROGRAM EFFECTIVENESS
NATIONAL CHAPLAIN

POINT VALUE: 100

PURPOSE: To measure the effectiveness of the Chaplain Program in each CAP Wing.

SOURCE: Chaplain Semiannual Report, CAP Form 34

FORMULA: a. Category I — Manning (Possible 40 Points). Authorized chaplain manning is one chaplain per unit, excluding flights and sectors. Assigned strength is total number of chaplains assigned to a wing, as reflected on chaplain computer printout as of last day of semiannual reporting period.

$\frac{\text{Number of Chaplains Assigned as of 30 June 80}}{\text{Number of Units (Excluding Flights Sectors)}} \times 40$

b. Category II — Reporting (Possible 20 Points). Based on requirement for each assigned chaplain to report activities semiannually.

$\frac{\text{Number of Semiannual Reports Received}}{\text{Number Chaplains Assigned on 30 Jun 80}} \times 20$

c. Category III — Activities (Possible 40 Points). Evaluation is based on minimum requirement of one activity per week per chaplain assigned during 6 months evaluation period.

$\frac{\text{Total Number of Chaplain Activities Reported}}{\text{Number of Chaplains Assigned X 26 Weeks}} \times 40$

d. Category IV — Bonus Points (Possible Points Unlimited except that the 100 total for the entire item cannot be exceeded). Bonus points are available as follows: Two bonus points for each new chaplain appointed during reporting period. Two bonus points will be awarded to wings having chaplains attending CAP Region Chaplain Conferences/Ministry to Youth Laboratories.

NOTE: Reports postmarked later than 15 July 1980 will not be accepted for CAP-MAP credit.

CSEI NO. 8
COMMUNICATIONS
DCS/OPERATIONS

POINT VALUE: 50

PURPOSE: To measure effectiveness of the CAP Communications Program.

SOURCE: Data submitted to National Headquarters/DOK as required by CAPM 100-1.

FORMULA: 1. Emergency Communications Plan (15 Points). A 1980 emergency communications plan prepared in accordance with Chapter 17, CAPM 100-1 and submitted to National Headquarters/DOK, postmarked NLT 30 June 1980.

2. Communications, Operations, and Training Plan (15 Points). Publish 1980 Communications Training Plan in accordance with CAPM 100-1 and submit copy to National Headquarters/DOK, postmarked NLT 30 June 1980.

3. Listing of Radio Stations (20 Points). Prepare corrected and verified semiannual (1 Jan-30 Jun) computer listing of CAP wing radio stations in accordance with instructions in transmittal letter from National Headquarters and CAPM 100-1; and submit to National Headquarters/DOK, postmarked NLT 30 June 1980.

AWARD

— X 100

AWARD

ARDS

ward goals will be an average of those ee years plus 8% times 50%. Wings art or Spatz award during the past less than one, will be assigned goals

DANCE

PURPOSE: To measure progress toward meeting encampment attendance quotas for first time attendees at Type A and Type B encampments.

SOURCE: Encampment Reports.

FORMULA: $\frac{\text{Number of Cadets Attending an Encampment For the First Time}}{\text{Quota (16\% of Cadets Assigned as of 31 Dec 79 Who Have Not Att'd an Encampment)}} \times 150$

NOTES: 1. CAP-MAP credit will be based on completion date of encampment. Encampments completed in June 1980 will be credited to the 1 January-30 June 1980 CAP-MAP cycle while encampments started in June 1980 and completed in July 1980 will be credited to the CAP FY 81 CAP-MAP cycle.

CSEI NO. 4 CADET FLIGHT ORIENTATION DCS/TRAINING AND DCS/OPERATIONS

POINT VALUE: 140

PURPOSE: To measure CAP wing capability to provide a continuing cadet flight

CSEI NO. 6 CORPORATE POWERED AIRCRAFT UTILIZATION DCS/OPERATIONS

POINT VALUE: 100 (50 Per Quarter)

PURPOSE: To evaluate wing effectiveness in the utilization and management of CAP corporate aircraft.

SOURCE: Aircraft Inventory/Status Report, RCS: CAP S-1

FORMULA: CAP-MAP point credit is based on ability of wings to utilize each active, assigned aircraft a minimum of 25 hours per quarter. A "weather waiver" is available to reduce utilization required during one quarter in which weather was a factor in reduced utilization. Additional "bonus" points are assigned when a wing utilizes every active, assigned aircraft over the minimum time required.

Normal Point Accumulation of 30 per quarter:

$\frac{\text{Number of Active Aircraft Utilized In Excess of 25 Hours During Quarter}}{\text{Number of Active Aircraft Assigned}} \times 30$

Bonus Point Accumulation of 20 per quarter:

Twenty bonus points will be awarded if 100% of wing's active aircraft flew at least 25 hours per quarter or their prorated time.

CSEI NO. 7 EMERGENCY SERVICES RESOURCES DCS/OPERATIONS

POINT VALUE: 150

PURPOSE: To monitor CAP unit capability to perform the Civil Air Patrol Emergency Services Mission and evaluate availability of resources for performance of the Civil Air Patrol wartime mission under the CAP National Emergency Operations Plan. Commanders and Emergency Services Officers need to know the current status of "Mission Ready" emergency services resources that are available for an actual mission. At the national level the information is needed in making an accurate

CSEI NO. 9
FLIGHT CLINIC ATTENDANCE
DCS/OPERATIONS

POINT CREDIT: 50

PURPOSE: To encourage and measure CAP senior member pilot participation in the CAP Flight Clinic Program.

SOURCE: Final Reports of Flight Clinics submitted in accordance with CAPR 50-11.

FORMULA: $\frac{\text{Att'd at Internal and External Flight Clinics}}{\text{Goal}} \times 50$

CSEI NO. 10
SENIOR TRAINING
DCS/TRAINING

POINT VALUE: 50

PURPOSE: To emphasize and evaluate wing senior member academic training activities.

SOURCE: 1. Level 1 Training: Point credit will be awarded quarterly, based upon the quarterly Senior Member Training Level 1 Report. (SMTLR).

2. Gill Robb Wilson Award: Evaluation credit will be awarded upon TTN approval of request for Gill Robb Wilson Award. (CAPF 24).

FORMULA: 1. Level 1 Training (35 Points):

$\frac{\text{Total Members Who Have Completed Level 1}}{\text{Total Members as of End of Each Quarter}} \times 50$

NOTE: Maximum points for the evaluation period is 35. Point credit will be awarded for up to a 70% completion rate. Final score will be an average of quarterly scores.

2. Gill Robb Wilson Award (15 Points):

Meeting wing goal of one (1) Gill Robb Wilson Award during reporting period of 1 January-30 June 1980 will meet requirement for award of maximum of 15 points. Requests for Gill Robb Wilson Award postmarked after 30 June 1980 will not be credited in the 1 Jan-30 Jun 80 CAP-MAP.

CSEI NO. 11
REPORTING
DCS/LOGISTICS-PUBLIC AFFAIRS

POINT VALUE: 60

PURPOSE: To encourage timely submission of RCS: S-1 and S-2 reports and the Public Affairs narrative report.

SOURCE: OPR record of wing compliance with reporting instructions.

FORMULA: Ten points each is available for timely submission/receipt of first and second quarter S-1, and Public Affairs reports; and twenty points is available for timely submission/receipt of the 1 Jan-30 Jun 80 semi-annual S-2 report.

NEDERLAND, Texas — What kind of fund raising project is a "free" car wash? It was highly successful for the Civil Air Patrol Mid-County Comp. Sq. (Texas Wing) here, when the squadron washed 112 cars one Saturday in September. Members worked 9 a.m. to 6 p.m. to raise funds for cadets to fly commercially to the wing conference in Amarillo.

First, a suitable location had to be found. A former service station facility (now a radiator

shop) with concrete front and outside faucet was available and five gallons of liquid soap was donated by a janitorial supply business. Hoses, brushes and rags were furnished by unit members. Since the radiator shop owner donated his location and the water, there was very little expense involved.

Six weeks prior to the car wash, a mimeographed statement giving details about the free car wash was given to every member. Each member had the responsibility of securing at least 20 sponsors to pledge a given amount of money for every car the squadron washed.

A sponsor who pledged 10 cents for every car washed owed \$11.20 after the car wash. When a member had 20 sponsors each pledging 10 cents a car washed, that member collected a total of \$22.40. Therefore, several members getting 20 sponsors can bring the total to a substantial amount. Each sponsor's name and address and the amount pledged was entered on the mimeographed page.

Three days prior to the car wash an ad was placed in the local newspaper. Announcements were also made on local radio stations.

Members made coupons by

typing a legal size page stating "This coupon good for one free car wash" and giving the date, time and place of the car wash.

Then they copied the page and cut out 1,000 of these coupons to hand out prior to the car wash to try to get people to bring their cars in.

A large sign was posted at the front entrance near the street to attract traffic passing by. Included in the vehicles attracted by the sign were several motorcycles and two 10-wheeler trucks. These were washed free also. However, the truck drivers made a generous

donation to the squadron.

A senior member met each car as it drove in and asked the driver to write their name, address and license number on a form that had been prepared for this purpose. After the car wash, these forms were xeroxed and each member given a copy to present to their sponsors when collecting their pledges so each sponsor could see how many cars were washed. Two weeks' time was allotted to collect from the sponsors.

This was the most successful fund raising project the Mid-County Sq. has ever undertaken.

LYNNFIELD, Mass. — After one year of existence, the Camp



For the benefit of all members of Civil Air Patrol, the statistics for 1980 for search and rescue activities throughout the organization are shown below.

These are unofficial figures, compiled by the Directorate of Operations at CAP National Headquarters.

As of Feb. 10, 1980

Number of Missions	76
Flying Hours	1,254
Mandays	1,883
Finds	42
Saves	18

Curtis Guild Cadet Sq. (Massachusetts Wing) now has more than 20 cadet members and nearly the same number of seniors, according to Capt. Joseph Grillo, unit commander.

The unit started with four cadets attending the weekly meeting at Camp Curtis Guild in quarters allotted to them by the National Guard in January 1979.

The unit now has a personnel carrier, a flight simulator and plotting table as well as several pieces of audio-visual equipment.

Squadron members have received training in search and rescue procedures during two exercises, and they have participated in two wing missions as well. One was for a lost patient from a nursing home. The other was for a downed aircraft, in which squadron members constituted one-fourth of the search force and were commended by Col. Renzo Geremini, the wing commander, for their part in the search.



DISTINGUISHED SERVICE — Col. L.H. McCormack, commander of the Southeast Region, right, receives the Distinguished Service Award from Brig. Gen. John E. Bland, GTR-111111 commander, in recognition for the region's being named the Number 1 Region in the 191111 WECP competition. The region was also awarded the Unit Citation for earning first place. It was the ninth unit citation earned by the region in this type of competition.

KNOXVILLE, Tenn. — Preparations are continuing for the Tennessee Wing's Safety/Survival School at the Camp Montvale YMCA in Blount County of East Tennessee, reports Maj. Jack McGivney of wing headquarters.

The April 12-13 affair will mark the second consecutive year for the event, though this is the first time it has been offered

regionwide. The Tennessee Wing has sponsored the program twice before, however.

The agenda for the weekend will include lectures and practical applications of discussed techniques, McGivney says. The topics will be forced landing procedures, aviation safety, shelter construction, administration of first aid, fire building, and use of signaling devices. Diplomas will be

awarded to those completing the course.

The cost of the event has been tentatively set at \$10 per person, but may be upped to \$12 if not more than 100 persons attend. Three hot meals are included in the cost as a Saturday lunch and supper and Sunday breakfast will be served.

Participants in the program will be housed in the YMCA bunkhouse which the major

describes as "very comfortable."

Anyone interested in attending should act quickly as reservations will be limited to 140 persons on a first come, first served basis. Applications may be obtained from your wing headquarters or you may call the Tennessee Wing Headquarters at (615) 573-9186. An application fee of \$10 should be included.

(Courtesy of Zack Mosley and Chicago Tribune—N.Y. News Syndicate)

National Commander's Comments

Senior Training Sets CAP Apart

By JOHNNIE BOYD
Brigadier General, CAP
National Commander

One agenda item at the December NEC that was of particular interest to me was the announcement of the 1980 Region Staff College schedule. At this writing at least seven of our regions are planning these activities for this summer. By next summer I expect that every region will have its own staff college, conducted either annually or biennially.

It is gratifying to me that last summer, despite fuel shortages and an unprecedented inflationary spiral, nearly 400 of our senior members from all regions completed these level III senior training courses. I have always believed that our superb and diversified training programs are the ingredient which set Civil Air Patrol apart from other volunteer service organizations in this country. In the past few years we have put even greater emphasis on training, and I believe that will be the factor which keeps CAP out front in such areas as search and rescue and the cadet program.

My interest in this program is so great that I have asked all my region commanders to give it their full support, from the early asking their wing commanders to take a personal interest and en-



courage members to attend who show promise of being leaders in this great organization. And I would ask squadron commanders and staff members at all levels to identify and personally encourage our promising members to attend these courses — if not this summer, at least to put attendance in their plans for the near future.

Another program I expect to support actively during my tenure as National Commander is the Squadron Leadership School (SLS), which got started officially in 1978. Nearly all our wings have run at least one of these schools, and the reports I receive indicate them to be an essential addition to our training program. Being a two-day course, conducted within the wing, the SLS is one of our more affordable activities — and better than any other method we've tried to date, since it gives the member at least a beginning understanding of his squadron job. I believe our failing in this regard in the past has been responsible for the high rate of attrition we've experienced. What more demotivating experience can a new CAP member have than to attend meetings for weeks on end either without a job in the unit or not knowing how to do a job assigned? The SLS helps to prevent that situation and stimulates our people to be actively involved in our units.

There is no question in my mind that the two programs I have mentioned are strengthening CAP. As they continue to develop, and more members attend, we will witness a more professional and capable membership. A welcome offshoot of this condition is the enhanced stature our senior members will enjoy when our cadets witness the effort we seniors make to become more professional in conducting the business of Civil Air Patrol.

Tests Arizona Wing Search and Rescue Capabilities

GOODYEAR, Ariz. — Aircraft and members of the Civil Air Patrol's Arizona Wing participated in a recent three-day search and rescue exercise.

Base of operations for the first exercise of 1980 was at Phoenix-Litchfield Municipal Airport in Goodyear, west of Phoenix. Other airports in the Phoenix area were also used.

During the exercise, a team of Air Force liaison personnel gave the wing's performance an "outstanding" rating.

Evaluation was done in the areas of flight ability and flight planning. The exercise simulated an aircraft downed in an undisclosed mountainous location and pilots and observers were sent out on search missions to find it.

A debriefing and critique concluded the three-day gathering.

During the exercise some 200 CAP members, both fliers and ground personnel participated. More than 20 aircraft, both CAP-owned and privately owned were used.

Lt. Col. Charles T. Blaine served as mission coordinator while Col. Henry M. "Hank" Rood, Arizona wing commander, assumed overall responsibility

for the three-day mission.

Civil Air Patrol is a civilian auxiliary of the U.S. Air Force with members consisting entirely of unpaid volunteers. It has a three-fold mission, that of con-

ducting a national program of aerospace education for adults and youths, search and rescue and disaster relief missions and a cadet training program to develop tomorrow's leaders.



HONORARY MEMBER — Mayor Tom Bradley of Los Angeles, second from right, receives an honorary membership in Civil Air Patrol from Col. Howard Brookfield, national vice commander of CAP. The ceremony took place in Los Angeles recently, with other CAP officials present.



CIVIL AIR PATROL NEWS

National Commander Brig. Gen. Johnnie Boyd, CAP
Executive Director Brig. Gen. Paul E. Gardner, USAF
Director of Public Affairs Maj. Thomas F. Fitzpatrick, USAF
Editor MSgt. Hugh Borg, USAF

Civil Air Patrol News (ISSN 0009-7810) is an official publication of Civil Air Patrol, a private, benevolent corporation and auxiliary of the United States Air Force. It is published monthly at \$2.00 per year at Headquarters, Civil Air Patrol-U.S. Air Force/PA, Building 714, Maxwell AFB, Ala. 36112. Civil Air Patrol membership dues include subscriptions to the paper.

Editorial copy should be sent to: HQ, CAP-USAF/PAI-N
(Editor, Civil Air Patrol News)
Maxwell AFB, Ala. 36112.

Civil Air Patrol News does not publish any commercial advertising. However, it does publish official notices from its own Educational Materials Center (Bookstore).

Opinions expressed herein do not necessarily represent those of the U.S. Air Force or any of its departments, nor of Civil Air Patrol Corporation.

Second Class postage paid at Montgomery, Ala. 36104.

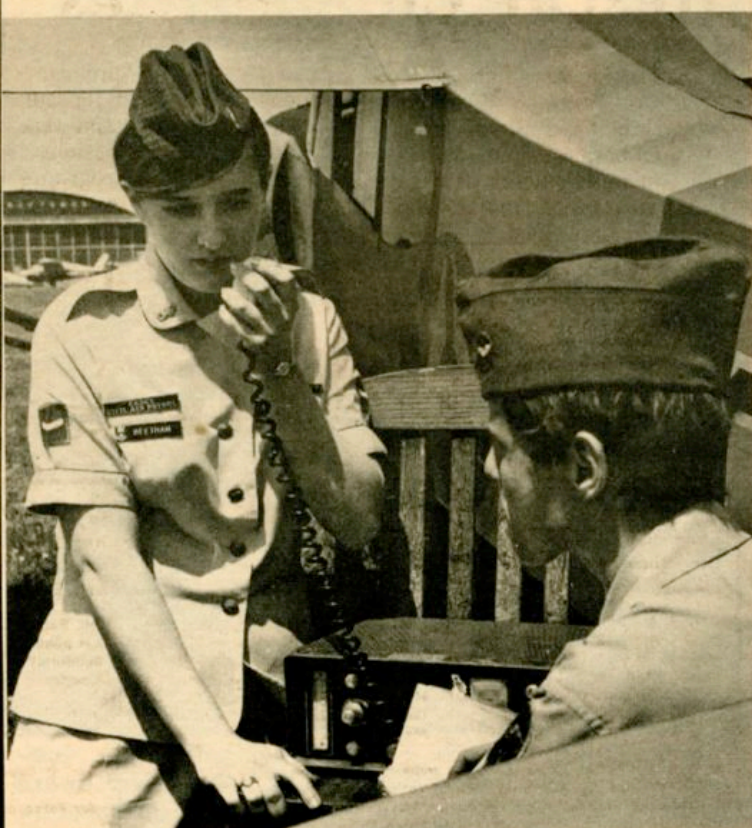
POSTMASTER: Please send Form 3579 to HQ, CAP-USAF/DPD, Maxwell AFB, Ala. 36112.

Way Back When



JEEP SQUADRON — 2nd Lt. Bobby J. Deckwa of the Washoe Jeep Sq. (Nevada Wing), sent in this photo of his unit's vehicles on a field training exer-

cise in Hell's Kitchen, east of Pyramid Lake, Nev., in 1954.



RADIO CONTACT — Cadets Genevieve Beetham and Mike Fileccio, both of Merrick, Long Island, N.Y., helped maintain radio communications in the state for the Nassau unit in New York's Long Island Group. The photo was submitted by Lt. Col. Ceil Andretta.



GEN. DOUGLAS MacARTHUR, left, greets Lt. Col. William Schulie, right, and Col. Jess Strauss, then New York Wing commander, during a visit with the IACE in New York in 1960.

Recurring Evaluation Discrepancies Listed

By Maj. FRED AYOUB, USAF
HQ. CAP-USAF/DOSS

Primary SAR evaluations during 1979 revealed some recurring problems. A majority of the discrepancies identified would jeopardize the safety of an actual mission. Each Civil Air Patrol unit with an emergency services (SAR) mission should conduct a self-examination to see how well they fare in these areas. A partial list of discrepancies included:

- The alerting roster was not current.
- (CAP Form) 101 cards were not properly checked.
- Did not use checklists that were available which cause needed items to be missed.
- Safety briefing was inadequate.
- Mission folders were not

available.

- Public Affairs officer not assigned for exercise.
- Mission logs were weak and did not provide the data needed for later evaluation.
- Land search vehicles were not marked in accordance with CAP 50-15 for easy recognition from the air.
- Did not have an adequate number of gridded maps available.
- ELT search was not performed in a timely manner.
- Individuals assigned flight line duties were not aware of their job requirements.
- Some aircrew chose to ignore instructions and searched on their own.
- Lack of ability for aircrews to adequately navigate to and remain within the assigned search area.

SAR PEOPLE

- Several aircraft assigned to the same grid at the same time.
- Insufficient horizontal separation between aircraft in same visual search area.
- Debriefings were weak or non-existent.
- One communications frequency was over-used while two

others were used very little.

• Aircraft were left unchocked when chocks were available.

The greater part of the problems identified stem from poor mission preparation and management. Proper use of a good checklist would have prevented costly mistakes and omissions. Now is an excellent time to reevaluate that checklist, update those rosters, mark vehicles, make up mission folders, properly assign personnel, check 101 cards, inventory SAR assets, evaluate existing agreements, make new agreements and most importantly, TRAIN PERSONNEL. It is too late after an actual mission starts — so get ready on your time, not the survivor's!!!!

There's a proposal that the AFRCC conduct a full SAR mis-

sion coordinator course during the upcoming National Board in September. The tentative scheduled time for the class to start is after 1000 hours on Friday (Sept. 26) and finish around 5 p.m. the next day. The SMC course will be conducted only if there is adequate interest. Drop me a note if you want to attend so I can see if there is enough interest to justify setting up the session. If the course is a go, sign-up procedures will be finalized through your region or wing.

You want to spread the good "SAR Word?" Got a good idea — something to say to the "CAP SAR group?" Well, if you do, just submit your SAR People article and we'll try to get it printed as soon as possible.



OPERATING INSTRUCTIONS — Cadet Kathleen Edwards of the Annapolis Comp. Sq. (Maryland Wing) listens as U.S. Naval Academy Midshipman Steve Gullberg explains how to operate the flight trainer behind them. Gullberg is the commander of the CAP unit at the Academy.

Santa's Storehouse

Overseas Unit Aids APO

INCIRLIK CDI, Turkey — The Incirlik Cadet Sq. provided the residents of this NATO base with a unique Christmas season service; "Santa's Storehouse."

The squadron commander, Maj. Glenn B. Knight, explained the program. "Each year at this time the American Post Office (APO) facilities on base along with the base exchange are deluged with incoming Christmas gifts," he said. "Combined with the fact that the majority of the on-base population lives in small house-trailers that have little or no storage space for that magic morning, this presents a problem.

As a result, APO and exchange officials asked if the squadron would provide a voluntary storage program within the Incirlik Cadet Sq. headquarters

building in which personnel could drop off Christmas packages and have them safely stored till the holidays.

"Besides providing a special service to the community, we also alleviated the APO parcel post backlog of packages waiting to be picked-up," explained Knight. "So many packages were coming in that a backlog of mail was developing at the MAC terminal, until the squadron stepped in. That's where our storehouse program began to aid the movement of packages.

The CAP quonset hut was manned each day of the week by volunteers and was highly publicized by the local American Forces Radio and Television Service facilities, including a television interview with the squadron commander.

Local APO officials were pleased with the overall success of the project and cited it as a major factor in getting all the parcel post mail delivered to an anxious base population in time for the holidays.

According to Incirlik Cadet Sq. public affairs officer, Capt. Mark Hess, "It was the first major community effort that the newly chartered unit participated in. Response from the base officials was enthusiastic and gained the Incirlik squadron a great deal of positive recognition."

The Incirlik Cadet Sq. is located on Incirlik Common Defense Installation, a joint Turkish-U.S. defense installation near Adana, Turkey. The squadron was chartered in September of last year.

New Naval Academy Squadron Works With Local Cadet Units

ANNAPOLIS, Md. — The first Civil Air Patrol squadron at a service academy has gotten under way at the U.S. Naval Academy with some 70 members, about 20 of whom are former CAP cadets.

The movement to start the squadron was begun by Midshipman Steve Gullberg, a CAP member for nine years. Gullberg had kept up his CAP membership during the three years he was enlisted in the Navy and wanted to continue his membership at the academy, but was limited by the amount of time he could spend off the academy grounds. As a result, he arrived at the idea of a squadron totally run by midshipmen.

"The squadron is unique in a number of ways," says Gullberg, who is now squadron commander with the rank of captain. "First, it's unique because it consists entirely of 17-25 year olds. In most CAP units, you don't see a lot of people in that age group, because that's the age when most people graduate from high school and cease to be active in CAP

because of jobs, marriage and college."

"Another unique thing about our CAP squadron is that each fall we get a new group of people when the freshmen enter the academy. In the spring, the CAP members who graduate will be spread all over the country to start their own groups or to take part in existing ones.

"Because of the academy, the squadron also has a unique pool of people with leadership and organizational abilities. The only problem is that everyone has so little free time, but that is more

than made up for in their willingness to work."

Since its formation, the squadron at the academy has helped the 29 other Maryland squadrons with their drills and physical fitness and educational programs.

Also, some of the Maryland squadrons have visited the Naval Academy and the midshipmen have given them tours of its aerospace laboratories as well as using demonstration models to explain to them the principles of flight and aircraft propulsion.



MEMBERSHIP GIVEN — Col. A.A. Milano, right, commander of the Pennsylvania Wing, presents Edward Helfrick, Pennsylvania state representative, an honorary membership in recognition of this work with the Anthracite Comp. Sq. 404 of Shamokin, Pa. Helfrick donated a trailer for use as a headquarters at the Northumberland County Airport in Elysburg, Pa. Helfrick is also a pilot and aircraft owner and makes his airplane and helicopter available to CAP when needed.

TIN BOARD

Cont'd

of aircraft time in service, or within the next (30) calendar days from the date of
t, complete the following comparative metal hardness test procedure:

coupling magneto(s) from the magneto frame per appropriate maintenance and over-

level for metal hardness by sliding the flat surface of a fine cut mill file over the flat
File will only burnish hard surface of pawl.

on, test for hardness of the two rivet heads.

d from the rivet head during filing, the rivet has not been heat treated, and the cou-
ed. Return the defective coupling assembly to a Slick Electro, Inc. distributor.

vet heads and pawls are equivalent, reassemble and identify AD compliance by metal
Slick insignia located on the left side of the magneto identification plate.

ative hardness test on the rivet(s) are questionable, the coupling assembly must be
mit may be issued in accordance with FAR 21.197 to fly the aircraft to a base where
ned.

TION CONTACT: Cornelius Biemond, Engineering and Manufacturing Branch, AGL
n, FAA, 2300 East Devone Avenue, Des Plaines, Illinois 60018, telephone (312) 694-
LG

ITORING. Recently the Federal Emergency Management Agency (FEMA) and the
sion signed a memorandum of understanding. Over the next few months FEMA will
gical indicident plans of states with nuclear power plants. FEMA is tasked with assisting
prepare for radiological incidents. The state has the responsibility, and CAP must work
cal monitoring activity in accordance with National policy. DOS

2, 31 December 1979.

be dated 1 May 79, delete change 1 as listed.

be dated 19 Jan 79.

ded by CAPP 52-2-5.

e listed as CAPP 265-1.

DAP

P PUBLICATIONS:

3, "Award of CAP Medals, Ribbons, and Certificates," 5 Feb 80, has been published.

Patrol Fund Raising for Public Service," 5 Feb 80, has been published.

DAP

RECTOR

, USAF

S. AIR FORCE -- THE AEROSPACE TEAM

SAFETY CORNER

The following article is reprinted from the "Alaska Ice CAP."

"Safety" or a "safe operation" results from a frame of mind, an outlook, or an attitude of zero accident safety and it can become a way of life. A good safety record (or a bad one) has momentum, that is, when accidents begin to happen they tend to continue to happen. Very few accidents grow out of a single error or mistake, generally there will be a string of occurrences, several factors, and to those who are aware and looking the pattern becomes a "road sign," a "warning" indicating a trend which should be arrested or avoided.

Here in Wing Headquarters there are signs which may well indicate all is not well. One may point to a period of few accidents and ask "who needs improvement, we are like perfect now." But we are not perfect.

Thirteen out of 22 units have not even reported a safety officer, and of those who did, fewer reported safety meetings and only one pilot clinic. Repeated requests yield negative results. Also, from the records (what few there are) it's clear that all training and proficiency flight time is not being utilized as it is intended.

The situation must be corrected if we expect to keep a good accident record. The alternative can only be a series of accidents which well could cripple CAP effectiveness and possibly even its existence. What we must do is not painful, but it does require work; but the organization, its objectives, and mission performance are worth State and USAF sponsorship only with efficient, safe production of the service!

We have got to "clean up our act" by:

(1) Unit commanders must appoint or review their Safety Officer to assure an aggressive, knowledgeable person in in the position. He/she must also inspire good productive activity and praise good work.

(2) Unit Safety Officers must get involved and hold or arrange pilot/membership safety activities; one meeting per quarter is not unreasonable. They must also encourage submission of Safety Improvement Reports and Hazardous Condition Reports.

(3) Unit Safety and Operations Officers must review the training and pilot proficiency flying, when necessary arrange for pilot clinics (one per year for each aircraft) and brief the commander on their findings and activities.

(4) Safety and Operations personnel must work together to correct unsafe conditions, oversee flight training and proficiency, process Safety Improvement Reports and Hazardous Condition Reports to integrate the entire effort and inform their unit commanders when any condition is discovered which they cannot correct or is significant.

(5) Everyone in the unit, from the commander to the newest member, should know that he/she is a vital part of the unit safety program and must be encouraged to find problems and make them known.

(6) The commander is accountable for activities of the entire unit, but each member has a safety responsibility in addition to his/her regularly assigned duties.

If this sounds to you like a combination "pep talk" and "attitude lecture" it's at least close to what it's supposed to do. Every one of us has his/her own success and needs someone to encourage and praise him/her and point out goals and standards.

Let me ask each and every one of you to get behind the safety program and volunteer to assist your commander and safety officer. Do your part with meeting preparation, safety articles, encourage others to participate, stay alert for hazardous conditions, and let others know what you've found. How many times have you heard, "If it saves a single life, it's worth it?" Well, ask yourself, what it's worth if it could **SAVE YOUR LIFE OR THE LIVES OF YOUR FRIENDS.**

SAFETY FIRST

Capt Eugene Morris

Safety Officer, Alaska Wing

NOTE: The Alaska Wing received an excellent rating from the HQ CAP-USAF IG team on 12 November 1979. Capt Morris is to be commended for his perceptiveness and excellent group of safety requirements that could apply to each unit throughout the coming year.

Lt Col T. D. Butler, Jr.
Director of Safety
HQ CAP-USAF

This Is The Cadet Squadron



EMERGENCY SERVICES — 1st Lt. Lloyd Mahaffey, left, observes the work of Cadet Brian Toevs, center, and WO Laurie McClure inside the missions communications room.



CADET JOHN PHARR preflights the squadron Cherokee 180. He is one of three cadets in the unit to earn private pilot ratings in 1979.



CADET DANA THOMPSON operates the TRS-80 computer. Two other cadets share the data processing duties.

CHARLOTTE, N.C. — The recipient of the Distinction Award is the 111th Air Rescue (North Carolina Wing). Based at Charlotte Airport, the 111th has a membership of 100. The squadron was established in 1967 and under the guiding principles of professionalism.

The 111th as a cadet squadron, exists to provide a cadet program and to participate in various activities. Commander of the 111th is Lt. Col. Bondurant, himself a former cadet. In 1967, after leaving the Air Force, Bondurant and several others formed the 111th to provide better opportunities in the Charlotte area.

Cadets are an integral part of the entire 111th. Since the birth of the unit, it has clearly stated: Cadets are to be properly utilized, and honestly respected as equal members of the Patrol mission. In the 111th cadets serve in emergency services missions, and in various fields of training, including flight training.

Many of our cadets have transferred to other units and remain active in the squadron. Due to their training as cadets, these seniors are highly respected by the other cadets, and to encourage them in their program. All of the squadron seniors have previous CAP service, work with the cadets.

The 111th operates a popular flight training program using two squadron flight instructors. To date, students have soloed in the unit's Piper Cub. In the past seven student pilots are engaged. Three cadets earned their private pilot ratings, and other cadets are planning to begin flight training in the next nine years, and approximately 5,000 hours. The 111th has operated a flight training program for over 10 years, even a minor accident in the squadron's history.

Some cadet student pilots have advanced their careers. Several cadets have joined the military and have become professional corporate or commercial pilots. Griffin, former squadron commander, is now a pilot for Eastern Airlines. Griffin began flying as a cadet in the general aviation and Civil Air Patrol into the regional airline.

Our cadets have also been active in various competitions and activities. Each year they attend various special activities, including Academy Survival School, Cadet Officer Course, Command Orientation Course, Space Program, and the International Air Squadron also sends large numbers of cadets to encampments.

The 111th is well represented at wing, regional, and national competitions. Cadets from the squadron have won wing championships, Middle East Region, and the last nine years, and three National Championships.

Although cadet training is an integral part of the primary purpose for the squadron, it also provides services. Members of the squadron, senior cadets, are trained in all aspects of emergency services. The philosophy in emergency services is professional response.

The 111th is actively involved in all aspects of emergency services. The Cherokee 180 is IFR equipped with tracking. Five mission pilots and eight other personnel provide a minute response time for air operations. From alert to launch for the 111th aircraft, safety is stressed along with quick response. A relationship has developed over the years with the General Aviation District Office of the FAA in Charlotte.

The alerting procedure for air operations is monitored 24 hours a day by answering calls. This allows the Air Force Aerospace Rescue and Recovery to contact local and state authorities to contact the pager system allows the duty flight crew and mission staff personnel to be alerted promptly and professional response created. The Civil Air Patrol which we feel is superior to any other roster system.

Of Distinction

By 2nd Lt. ERIC KARNES
111th Air Rescue and Recovery Sq.
North Carolina Wing

The 1978-1979 Squadron of the 111th Air Rescue and Recovery Cadet Sq. is based at Douglas Municipal Airport. It consists of 15 cadets and 20 seniors. The squadron has never since has operated with distinction and performance.

Primarily to operate the emergency services across the Charlotte area. Joseph R. Bondurant, a former Air Force pilot, is currently serving in staff positions, and is finding opportunities in the squadron for cadets in the

The scope of operations in the squadron policy has been to train, effectively, and to be partners in the Civil Air Patrol in staff positions, and to find opportunities in the squadron.

Due to the senior program and to their experience and ability to relate to the members, regardless of the program in the 111th.

The training program for cadets has been since 1970, almost 60 years ago. At the present time, the program is being revised in flight training. The program is being revised in flight training. The program is being revised in flight training.

Due to the senior program and to their experience and ability to relate to the members, regardless of the program in the 111th.

The training program for cadets has been since 1970, almost 60 years ago. At the present time, the program is being revised in flight training. The program is being revised in flight training. The program is being revised in flight training.

The training program for cadets has been since 1970, almost 60 years ago. At the present time, the program is being revised in flight training. The program is being revised in flight training. The program is being revised in flight training.

The training program for cadets has been since 1970, almost 60 years ago. At the present time, the program is being revised in flight training. The program is being revised in flight training. The program is being revised in flight training.

The training program for cadets has been since 1970, almost 60 years ago. At the present time, the program is being revised in flight training. The program is being revised in flight training. The program is being revised in flight training.

Our ground rescue program utilizes four vehicles. Two are fully equipped first responder trucks. One other is a crew cab transport and the other a four-wheel drive vehicle for off-road access. Trained cadets comprise the ground teams and are led by qualified senior officers. The ground teams work primarily in rescue and recovery of victims, ground interrogation, crash site security, and ELT tracking. The squadron also maintains a scuba team for underwater recovery.

Because of the 111th's reputation for professionalism and rapid response, the squadron has been integrated into the Charlotte emergency services plans by city and county governments. Under the Charlotte area disaster plan, the 111th is a first responder for aircraft accidents along with police, fire, ambulance, and rescue services. The Civil Air Patrol role is primarily crash site security, victim recovery, and site marking and gridding of wreckage. The squadron is also responsible for tracking ELT signals on and off Douglas Municipal Airport in the greater Charlotte area.

The 111th participates with other emergency services agencies in the Airport Safety and Security Committee, which plans emergency response to aircraft situations in the Charlotte vicinity. Bondurant recently completed a term as chairman of that committee.

A unique addition to the 111th emergency services capability is the use of a TRS-80 computer. The computer program allows a mission coordinator to concentrate his efforts in the most probable areas of detection, based on factors such as weather, aircraft performance, terrain, and flight plan. The computer program also includes unit availabilities. The squadron also uses the computer for administration and financial records and systems. The computer program has been offered to North Carolina Wing for use on any mission, but presently is used only when the 111th is mission coordinator.

Each Civil Air Patrol unit has a special identity and character. No single set of guidelines and policies can be expected to work in all situations and locations. We can offer some suggestions on how an individual unit can best function concerning effective programs for cadets and for emergency services. Selection as Squadron of Distinction is based on well-rounded criteria, with special emphasis on performance.

Bondurant, a member of Civil Air Patrol for 23 years and our most experienced spokesman, offered these recommendations on how best to operate a squadron which seeks excellence in performance:

"We must always realize that, even though we are volunteers, Civil Air Patrol members are given great responsibilities. We often hold the lives of crash victims in our hands. The prompt and professional rendering of emergency services can save lives. That is above all our major purpose for existing.

"We should also remember the importance of cadets. Seniors have a great responsibility here also, as we may mold an involved, decent citizen or create an apathetic and bored one. The interest we show and the effectiveness we demand will make the difference in whether Civil Air Patrol produces cadets or kids.

"Performance in emergency services demands professionalism. In Civil Air Patrol, professionalism is created through training and attitude. If we always realize that we have the responsibility for life or death in our hands we will be better pilots, better observers, better ground team members, and better mission staffers.

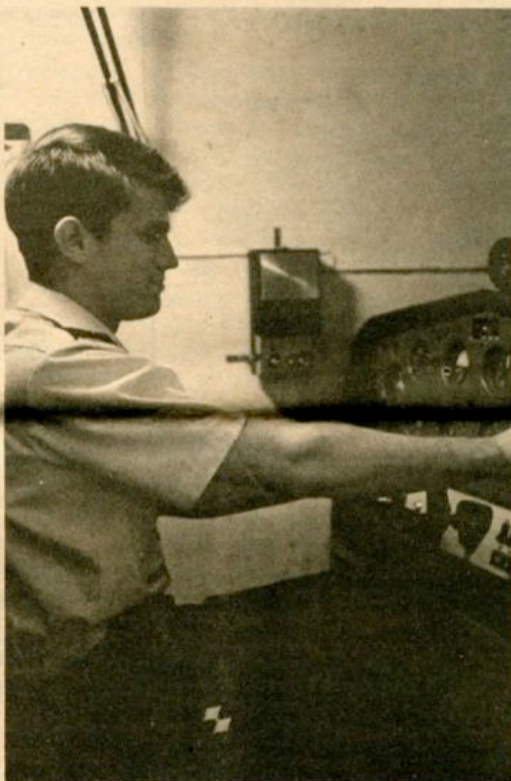
"We especially need to look at our procedures and our equipment. Alerting needs to be quick. Response must be effective. If our vehicles or radios are inadequate, don't just sulk. Approach your community leaders and tell them what you can do and what you need. You'll be surprised at the response. Be prepared, and when you act, be safe and be professional.

"Use cadets properly. Offer them meaningful training opportunities. Use their skills on missions. Give them a sense of purpose and a pride in their unit in particular and Civil Air Patrol in general. Require excellence in your cadets. Live up to the regulations and standards on grooming and dress codes and require your seniors to do likewise. Unless we act like professionals, Civil Air Patrol members will not be treated with respect by other emergency services agencies or by the Air Force.

"Pride and performance are the prime ingredients in success for any Civil Air Patrol squadron, be it in Charlotte or Cheyenne. Squadrons of distinction are formed by the concentrated work of all members, cadets and seniors. Let the people in your community know what you do, and do it well."



DUTY OFFICER 1st Lt. Eric Karnes briefs aircrew members, 1st Lt. Stephen Wilkerson, left, and Capt. McIntosh in the unit's mission coordination center at Douglas Municipal Airport.



FLIGHT SIMULATOR — Cadet Raymond Ellsworth uses the ATC-510 flight simulator.



CADET RECRUITS receive a slide briefing from Cadet Robert Jordan.



EXERCISE — A cadet leaves a National Guard helicopter during training at Kings Mountain near Charlotte, N.C.

THE BULLETIN



CIVIL AIR PATROL BULLETIN

PUBLISHED BY NATIONAL HEADQUARTERS
MAXWELL AIR FORCE BASE, ALABAMA

MARCH 1980

NUMBER 2

LOGISTICS

1. **EMERGENCY AIRWORTHINESS DIRECTIVE (4 Feb 80).** Pursuant to the authority of the Federal Aviation Act of 1958, the following Airworthiness Directive (AD) is issued and applicable to all owners and operators of aircraft with magnetos manufactured by Slick Electro, Inc., Rockford, Illinois, with model and serial numbers as follows:

MODEL NO.	RANGE OF APPLICABLE MAGNETO SERIAL NUMBERS*
447	9040001 thru 9040049
447R	"
662	9020462 thru 9070000
662R	"
664	9040001 thru 9040086
664R	"
680	9020462 thru 9070000
680R	"
4151	9020017 thru 9070000
4151R	"
4152	"
4152R	"
4181	"
4181R	9020210 thru 9070000
4201	"
4201R	9040001 thru 9040197
4230	"
4230R	9030001 thru 9070000
4251	"
4251R	"
4281	"
4281R	8090073 thru 9070000
6210	8050001 thru 9070000
6214	

*Any magneto serial number between and including the lower and upper numbers shown are affected by this AD. These magnetos are installed on, but not limited to, the following engines:

LYCOMING	AEIO-360 AEIO-320 IO-320 O-235 O-320 O-360
CONTINENTAL	A-65-8 A-75-8 C-85-8 C-90-8 O-200 O-200-A O-300-A, -B, -C, -D O-470 O-470-U IO-360-KB IO-470 IO-520-A, -B, -F TSIO-470 TSIO-520 TSIO-520-T

This directive is effective immediately upon receipt. There have been incidents in the field that have resulted in magneto failures caused by rivets with reduced strength properties. Hardness of rivet is to be determined as follows. Action requires a comparative metal hardness test procedure on the impulse coupling assembly to determine if the rivets that retain the pawl counterweights have been properly heat treated. Compliance as indicated. To prevent failure of the referenced Slick Magnetos, accomplish the following:

CAP Bulletin

Prior to the next ten (10) hours of flight, check this AD, whichever occurs first.

1. Remove the impulse coupling assembly and inspect for wear.
2. Establish a reference surface of either of the pawls.
3. By similar filing action, remove the excess material.
4. If material is removed, the impulse coupling assembly must be replaced.
5. If hardness of the rivet is less than 30 Rockwell C, stamping a letter "C" on the rivet.

If the results of the comparative hardness test are replaced. A special flight procedure must be followed. The inspection may be performed.

FOR FURTHER INFORMATION, contact the Flight Standards Division, 217, Flight Standards Division, 4500, extension 460.

OPERATIONS

2. **RADIOLOGICAL MONITORING.** Nuclear Regulatory Commission review the peacetime radiological state and local agencies to coordinate with the state on all radiological matters.

ADMINISTRATION

3. CHANGES TO CAPR 0

- a. CAPR 35-1 should be revised.
- b. CAPR 265-1 should be revised.
- c. CAPP 205 is superseded.
- d. CAPP 265 should be revised.

4. NEW OR REVISED CAPR

- a. Change 1/CAPR 3.
- b. CAPP 3, "Civil Air Patrol."

FOR THE EXECUTIVE DIRECTOR

R. A. Skinner
R. A. SKINNER, Lt Colonel
Director of Administration

JOIN THE U. S. CIVIL AIR PATROL

THE CIVIL AIR PATROL "BULLETIN" IS PUBLISHED MONTHLY. IT CONTAINS OFFICIAL ANNOUNCEMENTS, INTERIM CHANGES TO CAP PUBLICATIONS, AND OTHER ITEMS OF INTEREST FOR ALL CAP MEMBERS.

PULL OUT AND POST

Squadrons Show Rescue Skills

Story by 2nd Lt. SUE FORTUNE
and SM CHARLES PRICE
Photos by 2nd Lt. SUE FORTUNE
and Cadet THOMAS HEUBECK

TOWSON, Md. — As a joint practice mission, Towson Comp. Sq. and Glenn L. Martin Sr. Sq. (Maryland Wing) recently combined their efforts and conducted a search and rescue exercise.

The first alert call went out on Sunday morning at 3 a.m. By 7 a.m. a total of 31 cadets and seniors had reported to mission headquarters at Glenn L. Martin State Airport for an 8 a.m. briefing.

The object of the search was a fictitious private cargo aircraft, reported missing en route from Harrisburg International Airport to Baltimore-Washington International Airport. Several containers of radioactive material were reported as possibly being part of the cargo, picked up from the nuclear plant at Three-Mile Island near Harrisburg, Pa.

Capt. Leo Ginder, commander of the Towson unit, was mission coordinator for the one-day exercise. The mission communications officer was Cadet Brian Bresnan (Towson). Ground operations duties were shared by Lt. Col. Leslie Wolsey (USAFR) and 1st Lt. Harry Leadmon (Martin), and 2nd Lt. Helen Horsey, air operations officer, was assisted by S/M Mel Novac (both of Towson). The briefing/debriefing officer was Capt. William Hass (Martin). The administration officer was 2nd Lt. Marguerite Hass (Martin), and 2nd Lt. Sue Fortune (Towson) and S/M Charles Price (Martin) shared duties as the public affairs officers.

Several mission staff officers also did double duty by flying as observers. Of the four aircraft used in the exercise, three were privately owned and provided by the Martin unit pilots: Maj. Anthony Saladino, Eugene Przybylowicz and 1st Lt. James McGowan.

A military ambulance, courtesy of the Army National Guard was on hand, thanks to the efforts of 2nd Lt. Dennis Hale of the Towson squadron, who is also a member of the Maryland Army National Guard.

Two ground teams and a communications van were provided by the Towson unit, commanded by ground team commanders: 1st Lt. Hale and 2nd Lt. Vincent Leipold, and cadet ground team commander, Cadet Thomas Heubeck, all of the Towson unit. Under their command were ground team members: 2nd Lt.

Dorothy Chase, 2nd Lt. Sue Fortune and Cadets John Punte, Joe Punte, Julie Miller, Charles Miller, Robert Candler and Raymond Cooper, all from the Towson squadron. Also on the ground team were Cadets John Jones and Dennis Cumberland of the Easton Comp. Sq.

At 8:40 a.m. the ground teams were deployed. As an early part of their search activities, they began making ramp checks at designated airports.

Flying the sixth sortie and using a CAP corporate aircraft, the "downed plane" was ELT located at 1 p.m. by pilot, 1st Lt. John Lynch of the Towson squadron. Hale's ground team, located the crash site and arrived at the scene with Lynch almost simultaneously. Leipold and Heubeck were within the immediate search area and, in air to ground communications with Lynch, were directed to the target. Due to the possibility of radioactivity in the crash area, (a search of the area revealed three simulated containers of radioactive materials), Capt. Nicholas Miggans of the Baltimore County Civil Defense, who also served as a mission evaluator, accompanied the ground teams and instructed the cadets in the proper methods of surveying and securing a radioactive area.

Hale and Heubeck administered first-aid treatment to crash victims: S/M Elmer Bently (Martin) and Cadet Pat Patterson (Towson). Both victims were treated for simulated fractures, internal injuries and shock and were prepared for transport and carried on stretchers to the waiting ambulance.

The Towson squadron evaluator was 1st Lt. Brian Pearce and mission evaluators: Lt. Col. Jimmie Johnson (USAFR), Col. Les Waltman (USAFR), Maj. Paul Wolinski, Baltimore County Police Department, Capt. H. A. Cumberland, Maryland State Police Department and Miggans, evaluated the SARCAP as satisfactory overall.

First Lt. David Thomas (Towson), assisted by Lt. Col. Wolsey and Maj. Clifford Parks (both from Martin squadron), spent approximately four weeks of extensive planning, organizing, and coordinating the exercise details. As a result of their efforts and the combined efforts of all participating personnel, the joint exercise provided search and rescue training and the opportunity to practice, improve and perfect the techniques of both squadrons and prepare them for the event of a real emergency disaster.



ARRIVING on the scene, CAP personnel begin the exercise and start treating the crash victims' simulated injuries.



FIRST AID is given to one of the victims. CAP members check his blood pressure and reassure him, as well as apply splints to his wounds.



GROUND TEAM members carry a victim to an ambulance.



EVALUATORS monitor the progress of the exercise and the treatment given to the victims.



VICTIMS are loaded into the waiting ambulance.

Pilot's Lifetime Service Continues

KNOXVILLE, Tenn. — Most people might think the maximum service a man owes his country and the individuals around him is two or three years in military service during a national crisis. But for Lt. Col. William Beckler of the Tennessee Wing, his service has lasted more than 37 years.

Beckler's participation in helping people began in January, 1942, when he joined the CAP a few weeks after it was formed, and spanned a distinguished career in the U.S. Air Force.

A boyhood fascination with airplanes was the reason Beckler joined the CAP. In the beginnings of the organization in Knoxville, members flew as civilians out of McGhee/Tyson Airport. Beckler, dressed in CAP uniform, said early CAP members patrolled TVA transmission lines, helped spot fires and occasionally flew blood or plasma to the scene of emergencies.

Patrolling the coast for submarines was another duty of the CAP during World War II, he says. The planes would fly a few miles off the coast and try to spot enemy submarines that might try to land saboteurs or shell the coast. Actual spotting did occur on occasions and the CAP would alert Civil Defense to take action.

The CAP also worked in coordination with Civil Defense in preparation for disasters.

Practice missions were flown to report simulated flood sightings, dam breakings and checks on radiation levels in the air in case of nuclear disasters, Beckler says.

Along with constant patrols, security was tightened and suspicion was rampant. For this reason, no aircraft was allowed to fly over Oak Ridge, Tenn., due to the work in the nuclear field conducted there.

He recalls a personal run-in he had with the heightened security. He was forced to make an emergency landing while he was a member of the CAP (though he was not on a CAP mission at the time) in an open field in Birmingham, Ala. When the aircraft stopped, the diminutive Beckler found himself surrounded by three or four Birmingham police cars with the officers wondering what he was doing there.

True to the Volunteer Spirit, when the clouds of war began to appear on the horizon, Beckler volunteered in the U.S. Army Air Corps as an aviation cadet. He was assigned to a classification center at Nashville where he was shipped to pilot training.

Pre-flight took him to Maxwell AFB, Ala., headquarters of the U.S. Air Corps Southeast Training Command, where one of his fondest memories is "The Burma Road," a notorious obstacle course known to many pilots of that era. Then it was on to fighter pilot training in St.



MENTOS — Lt. Col. William Beckler of the Tennessee Wing displays some of his World War II mementos. Beckler is one of the charter members, having joined the organization in January 1942, just a few weeks after it was formed.

Petersburg, Fla., where he flew the Curtiss P-40 Warhawk, made famous by its distinct appearance with shark's teeth around the nose.

Beckler's first combat assignment came in 1944 at the Chercola Air Base in Naples, Italy, he says, straining to remember the name. Not far from the base was the legendary volcano Mount Vesuvius, and within a month after his arrival at the base, the volcano erupted.

In order to protect the aircraft, each night after flying a mission the pilots of Chercola would land their aircraft at a nearby air base and leave them there overnight. Then in the morning, the pilots would go back to that base and take the planes back to Chercola and fly missions from there.

Beckler flew over 100 missions into Axis-held territories in Northern Italy while holding the rank of first lieutenant. One instance he recalls required bombing targets within 100 yards of allied troops occupying the Anzio beach-head. Such missions required precise flying and there were never any mishaps.

One of his closest calls

overseas came when his group of fighter-bombers was assigned to strafe an airport near Milan, Italy. Beckler's plane, a P-47 carrying 2,500 lb. bombs, flew so low during the mission that the flack towers surrounding the installation were shooting down at him, he says. In the attack, his plane took a 20 mm round in the rear and he was forced to return to his base.

One of Beckler's friends in the war was not as fortunate during a similar attack, he says.

His friend, flying a low pass while strafing a vehicle convoy, was blown up from the explosion which followed his hit on the target even though his aircraft was traveling over 400 mph at the time. No restrictions were ever placed on how low an aircraft should fly while performing a strafing mission, Beckler notes. It was left completely to the pilot's discretion.

One of the most memorable events in Beckler's service came on a task at Sette Bagni, Italy, on April 8, 1944. The squadron was assigned to bomb a railroad station, but the squadron leader had to break formation. Beckler responded to the emergency by

taking command of the mission and leading the squadron in its bombing runs which destroyed the rail station.

The Distinguished Flying Cross was presented to him for his quick action. It reads that he "displayed great courage and superior flying ability" in leading his flight and escorting his leader back to the base safely.

Beckler returned to the states in August 1945 at the conclusion of the war, resuming his participation in the CAP and joining the Air Force reserves.

In addition to his World War II honors, Beckler holds the CAP Exceptional Service Award for overall participation in CAP activities and longterm membership.

In the early days of the CAP most of the people who joined did so because of patriotism and a desire to participate in the nation's defense, Beckler said. Today, its members are even more dedicated.

Better equipment, organization and efficiency are other ways in which the CAP of today differs from the CAP of the 1940s, Beckler says while chomping on an unlit cigar.

Senior Awards

Paul E. Garber Award

Catherine Musselman.....	01095
Richard A. Slowik.....	09033

Grover Loening Award

Beatrice P. Sparks.....	04200
Thane L. Anderson.....	25001
John E. Ferree Jr.....	32001
Calvin E. Davenport.....	41001
Wallace E. Lafferty.....	45001
Dennis F. Green.....	46080

Cadet Awards

Earhart Awards—January 1980

Keldon J. Clapp.....	06022	Gregory P. Bachar.....	11173	Christopher D. Read.....	37021
Robert P. Mattie.....	08274	Janet M. Sullivan.....	20251	Robert A. Howard.....	37265
Mark A. Ochs.....	11008	Thomas F. Phelps.....	25038	Robert J. Corser.....	38012
Cristov Dosev.....	11041	David A. Tittus.....	31158	Frank M. Wortell.....	42187
Patrick J. Ryan.....	11041	Sara E. Baker.....	32048	Eduardo P. Dona.....	51014
Paul M. Nordhaus.....	11041	Samuel Beloff.....	34070		

Mitchell Awards—January 1980

Michelle D. Limpus.....	04051	H. Rohm Stillings.....	20176	Farroq A. Ali.....	34153
John W. Boyle.....	04051	Kevin P. Michaels.....	20262	Ronald T. Kacmarcik.....	34153
Jane K. Ngaue.....	04306	John A. Vozzo Jr.....	22057	Dave Delrio.....	34153
David E. Nelson.....	05070	DeAnne L. Rader.....	23070	Brent H. Hawkins.....	34166
Phillip P. Provencher.....	06042	Jerome A. Brown.....	25018	Daniel M. McCurley.....	35086
John W. Cole.....	07008	Leonard C. Beale.....	25018	Mary F. Green.....	37025
John S. Wells.....	08050	William F. O'Neil III.....	25045	William E. Gibbons.....	37048
Alex D. Jantzen.....	08227	Jim L. Reid.....	25053	James B. McDevitt.....	37049
David H. Fogle.....	08322	Daniel W. Roberts.....	28052	Donna M. Stine.....	37068
Alan R. Tracey.....	08322	Scott P. Drew.....	28052	Tana Hawes.....	37080
Robert J. Comer.....	08326	Willis D. Lynch.....	29002	Scott L. Fenstermaker.....	37192
Rodney L. Runsey.....	09093	Vernon R. Perry.....	29002	Keith R. Edwards.....	38010
Harry W. Jackson.....	11154	Pacy P. Ostroff.....	29002	Jane F. Bergin.....	38025
Sheryl L. Bradley.....	11212	Julian C. Blecker.....	29092	Todd L. Wyndham.....	39056
Randy L. Mitchell.....	11212	William S. Kaster.....	31020	Juan Carlos Ortiz.....	39056
John R. Abuja.....	11281	Damon B. McFadden.....	31135	William E. Jennings.....	41136
Deana M. Norris.....	13075	William A. Thacker Jr.....	31158	Todd J. Coburn.....	42186
Penny L. Honchell.....	15007	Mary E. McKeown.....	31167	Christopher S. Hamel.....	44023
Sean R. Strohman.....	19067	Andrew M. Danwin.....	31173	Matthew J. Carter.....	45102
Karl C. Steiner.....	20002	Lonnie B. Lissner.....	31238	Robert J. Englehardt.....	46085
Brett E. Hardy.....	20012	John J. Stankus.....	31333	Diane E. Barve.....	51043
William E. Ives.....	20016	Craig L. Lafave.....	31333	Clarence J. Gomes Jr.....	51057
Craig W. Smith.....	20016	Norma L. Ware.....	32048	Robert P. Lehoullier.....	51066
Lisa M. King.....	20065	Timothy L. Murphy.....	34016	Loures Echevarria.....	52012
August A. MacDonald.....	20068	J.T. Abramaitis.....	34060	Romulo M. Torres.....	52105
Gary L. Gregory.....	20072	David N. Cironi.....	34104	William Ramos.....	52120
Sherri M. Butz.....	20176	C.E. Donohue.....	34115		

Correction

The photo on the lower left corner of Page 8, February issue, was supplied to us by photographer John Epperson of the Longmont (Colo.) Daily Times-Call who should have been given credit for its use. We apologize for this oversight.

The photo was made in late December during a Colorado Wing search when four persons were rescued on Christmas Day from a crash in the Rocky Mountains.

CAP Obituaries

Civil Air Patrol News publishes each month a list of Civil Air Patrol members who have died recently. Notices of death should be sent to the Personnel Section of National Headquarters in accordance with Regulation 35-2, or to the National Chaplain's office — not to Civil Air Patrol News. Listed are names, rank, date of death and CAP unit.

BOYD, Betty J., Senior Member, Jan. 20, 1980, St. Petersburg Cadet Sq., Florida Wing.
HASTINGS, Russell J., Senior Member, Jan. 26, 1980, Lincoln-Douglas Comp. Sq., Illinois Wing.
HEINZMAN, Scott L., Cadet, Dec. 31, 1979, Grand Island Comp. Sq., Nebraska Wing.
HENDERSON, Benson G., Senior Member, Oct. 12, 1979, Pittsburgh Sr. Sq., Pennsylvania Wing.
HOPKINS, W.C., Sr., Lieutenant Colonel, Nov. 1, 1979, West Virginia Wing.
HUSICK, George E., Senior Member, Oct. 20, 1979, Pershing Comp. Sq., Illinois Wing.
JARVIS, Luther F., First Lieutenant, Nov. 18, 1979, Summersville Comp. Sq., West Virginia Wing.
JONES, Kenneth E., Chaplain, Lieutenant Colonel, Nov. 23, 1979, Group 1, Texas Wing.
LIMMER, Theodore H., Jr., Colonel, December 1979, National Headquarters Unit.
LOTHERY, William O., First Lieutenant, Jan. 11, 1980, Rochester-Pontiac Comp. Sq., Michigan Wing.
MORGAN, Kenneth A., Jr., Senior Member, Jan. 8, 1980, Mark Twain Comp. Sq., Missouri Wing.
PARSONS, Michael C., Cadet, Dec. 31, 1979, Farmington Comp. Sq., Michigan Wing.
STOVER, Elsie T., Lieutenant Colonel, Jan. 20, 1980, Bangor-Brewer Comp. Sq., Maine Wing.
WAGONER, Kenneth E., Lieutenant Colonel, Sept. 1, 1979, Albany Group, New York Wing.
WARD, W. Tom., Lieutenant Colonel, Dec. 1, 1979, Northeast Region.

Peacetime Radiation Monitoring Is Different

By Maj. FRED AYOUB, USAF
HQ. CAP-USAF/DOSS

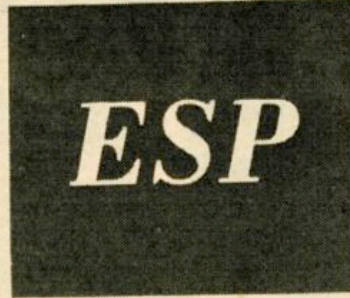
What is CAP's role during a peacetime radiological incident? Is the radiological monitoring equipment generally available to the CAP usable during a peacetime incident? What is the CAP "policy" concerning involvement in peacetime radiological incidents?

In this second column I'll try to answer these questions and give you an insight into the real world of peacetime radiological monitoring.

First, let me say that peacetime radiological monitoring is a different problem than wartime radiation monitoring. After a nuclear attack, we are concerned with detecting large concentrations of gamma radiation. The airborne equipment currently available to CAP, through the state CD office, can obtain accurate gamma radiation levels if flown at a constant altitude above the ground on a prescribed track. The in-

struments were designed to serve this purpose.

The radiological tasks needed during a peacetime incident are not so clear-cut. Depending upon the nature of the incident, you may encounter gamma, and/or beta, and/or alpha radiation in varying concentrations. While the equipment currently available to CAP may (with an excellent operator) be able to detect some of the higher level gamma concentrations, it cannot accurately measure the radiation level. Further, the gamma radiation may not be the worst danger. Possibly a dangerous level of alpha and/or beta radiation could be present but currently available equipment would not be able to detect the hazard. One of the peacetime radiological monitoring tasks could be plotting the movement of the plume (released gases with possible radiological hazards.) The detection of this plume is critical and requires very sensitive equipment operated by highly qualified per-



sonnel. Generally, CAP does not have the proper equipment nor the properly trained personnel to perform peacetime radiological monitoring tasks.

State and local agencies have the responsibility for peacetime monitoring. And the federal government, specifically the Nuclear Regulatory Commission (NRC) and the Federal Emergency Management Agency (FEMA), assist state and local officials develop plans to cope with peacetime radiological incidents.

FEMA and NRC have recently signed a memorandum of understanding which gives FEMA the

responsibility for assisting the states, and reviewing state and local plans. FEMA will be reviewing the plans for all states with nuclear power plants during the next few months.

What does this mean to the CAP? In some states CAP has agreements which may involve peacetime radiological monitoring. Because this is a fairly new problem some individuals, in and out of CAP, are not fully aware of all the ramifications. CAP must insure that all parties are aware of CAP's capabilities and limitations. Therefore in December 1979 the National Executive Committee reviewed the problem and came up with a set of policy statements concerning CAP's involvement in peacetime radiological incidents. A copy of this policy was sent to each wing commander Jan. 25, 1980. Highlights of the policy are:

a. Prior to any activity, CAP must have a comprehensive agreement with the state office responsible for peacetime

radiological incidents. (The agreement should provide for insurance coverage, training, and other specifics).

b. CAP is a support agency which may assist state and local authorities in many ways.

c. Personnel actually performing a monitoring function must use proper equipment, be thoroughly trained in its operation, and have extensive knowledge of radiation hazards.

d. CAP will not accept responsibility for advising state or local officials concerning the health hazards associated with a peacetime radiological incident.

If you are involved with peacetime radiological monitoring see your wing commander for a copy of the CAP policy concerning this subject. There is a role for CAP in this area but there are many things to be considered. The wing and region commanders, and the USAF liaison structure are available to help work out agreements and solve any problems you may encounter.

Donations To CAP Are Deductible

MAXWELL AFB, Ala. — If you've been poring over your financial records for 1979, getting ready to submit your federal income tax, it is time to consider your contributions to Civil Air Patrol.

Many members apparently are still not aware that this organization qualifies as a legitimate benevolent corporation. The Internal Revenue Service has granted CAP income tax exempt status since 1947 so that contributions to CAP can be made and deducted from personal and corporate income in computing taxable income.

These deductions include cash gifts, donations of properties, dues, unreimbursed expenses made incident to rendering ser-

vice to Civil Air Patrol, unreimbursed overnight travel expenses away from home, unreimbursed transportation costs, repair and maintenance of uniforms and insignia.

Other deductible expenses are rental of aircraft for CAP functions, both usage and fuel/oil; also for use in cadet orientation rides; and registration fees at CAP functions.

But before you start knocking these gifts and expenses off Schedule A of your Form 1040, make sure that you have the necessary records to support your deduction. These records can take many forms, ranging from cancelled checks and receipts to documents showing

the transfer of real property to the Civil Air Patrol corporation. All records, including those of other deductions claimed, should be retained at least five years — just in case the Internal Revenue Service (IRS) should decide to audit your account.

But what if you neglected to keep such records during 1979? Well that's water over the dam. But it is not too early to start planning ahead for next year when you submit your 1980 tax return.

One of the easiest ways to maintain such a file is to start a folder on all your CAP expenses. This can be as simple as a brown manila envelope to stash away your cancelled checks, receipts and documents to support your claim next year.

It is always wise to keep a running account of these expenses, including the date, what it went for, and any other memory-joggers that will remind you why you spent \$20 for a hotel in Salt Lake City or \$20 for the repair of your unit motion picture projector. Don't overlook your official CAP orders. They are an invaluable reference as well as good sup-

porting documents.

A gift to Civil Air Patrol falls into the same category as donations to churches, tax-exempt educational organizations, exempt hospitals, or a number of other charitable organizations. Donations in this category may be deducted up to 50 percent of the taxpayer's adjusted gross income whereas the normal allowance is only 20 percent. IRS Publication 526 deals with charitable contributions.

These contributions are entered on Schedule A of your Form 1040 and are allowed only in the year of actual payment whether the taxpayer is on the cash or accrual basis and regardless of when the amount is pledged. To be deductible, the contribution must be made by the taxpayer. In other words, you can't claim junior's cadet uniform and expenses though you can claim mama's if she is an active CAP member and you are filing jointly.

When a personal automobile is used on CAP activities, the actual cost of your gas and oil can be deducted, or you may claim eight cents per mile driven plus

parking fees and tolls in lieu of actual expenses. In either case, make sure you have the proper records to validate your claim.

Some items you may not claim: value of services donated, depreciation, repair of private property damaged on CAP activity (although it may qualify as a casualty loss), proportionate cost of repair and maintenance of private property used jointly on CAP activities, personal entertainment, and hospital and medical expenses for injuries sustained in CAP activities. The latter may qualify as a medical expense deduction, however.

These are a few simple hints about the tax advantages available to you when you participate in the Civil Air Patrol program. For more detailed information, consult your attorney, income tax counsellor, or a representative of the IRS.

You can save money and support a worthy cause by giving to Civil Air Patrol. Remember:

- Make sure they are valid deductions.
- Keep supporting documents.
- Consult your attorney, tax advisor or IRS representative.

Cadet Day To Honor Tennessee Personnel

By JOE W. DICKSON

KNOXVILLE, Tenn. — The Tennessee Wing's annual Cadet Day, honoring outstanding cadet members of the Civil Air Patrol throughout the state, will be held March 22-23 in Knoxville, Tenn., reports Capt. Frank Combs, director of the cadet program.

The activities on Saturday, March 22, will be highlighted by an awards banquet to recognize cadets who have excelled in either individual or squadron competition, Combs says.

Cadets who have been selected to represent the wing in national special activities, such as special instruction schools, will be recognized at the ceremony. Cadets throughout the wing will be graded on their "bearing and military manner" in determining which ones will be allowed to participate in the program.

Four boards of senior members grade the cadets on these factors and another committee of senior members will combine the evaluations to pick the winners, Combs says.

Cadets who have excelled in squadron activities will also be recognized at the fete, Combs says.

Twelve-man drill units

throughout the wing, representing their respective squadrons, will be graded on written tests, physical abilities, military drilling and a college bowl. The evaluation of the squadrons' drill performances will be done by Air Force ROTC personnel at the University of Tennessee, Combs adds.

The winning squadrons will be eligible for competition against other squadrons in the Southeast Region, Combs says, and the winners there will compete against squadrons from all over the country.

A Cadet Advisory Council will highlight Sunday's activities. Cadets will have an opportunity to make recommendations to the wing commander, Col. William Tallent, on problems in the wing. The colonel may also provide hypothetical problems to the cadets to see how they will react, Combs says.

There will be a charge for attending the banquet, but the cost has not been fixed. Between 100 and 150 persons participated in the program last year, and similar numbers are predicted this time, Combs says. The program was held at the University of Tennessee last year.

ATTENTION!

IN CASE YOU DIDN'T RECEIVE A RENEWAL REMINDER!

In case you didn't receive a reminder from National Headquarters to renew your membership, or if you have misplaced your card, you may use this form to remit your membership dues. Mail, along with your remittance, to: National Headquarters (DPH), Maxwell AFB, Ala. 36112.

PLEASE PRINT

☐ Cadet ☐ Senior

LAST NAME, FIRST, MI

MAILING ADDRESS — STREET

CITY, STATE, ZIP

CAP SERIAL NUMBER CHARTER NUMBER

EXPIRATION DATE

\$ AMOUNT OF DUES ENCLOSED
(Ask Your Squadron
Commander If You Don't Know)

\$ VOLUNTARY CONTRIBUTION

CAP News In Photos



GOVERNOR — Julian M. Carroll, governor of Kentucky receives an honorary membership in Civil Air Patrol from Lt. Col. N. Lee Tucker, deputy commander of the Kentucky Wing.



WASH DOWN — Cadet members of the Northern Kentucky Comp. Sq., based at the Greater Cincinnati International Airport in Boone County, Ky., clean up a unit aircraft before an orientation flight.



FIRE FIGHTER — Cable Comp. Sq. 25 (California Wing) members meet a Canadair CL-215, used in fighting forest fires, as it arrives for a recent airshow at Cable Airport.



CONGRATULATIONS — Maj. Elizabeth Gignac congratulates Cadet Raynard Blair, right, Lanham Comp. Sq. (Maryland Wing), for outstanding performance at the recent officer school during the Aberdeen Encampment. Blair plans to join the Air Force after his graduation from DuVal Senior High School.



GARBER AWARD — Lt. Col. George S. Bochenek, commander of the 223rd Group (New Jersey Wing), center, receives the Paul E. Garber Award from Capt. Abelardo Rico of the Linden Comp. Sq. as Capt. Joseph F. Wohl looks on. The award was made in recognition of Bochenek's continuous outstanding performance in the senior member training program.



INFORMATION BOOTH — WO John O'Rourke, left, and Cadet Paul Tula of the Shrewsbury Comp. Sq. (Massachusetts Wing) operate a CAP information booth at the Auburn Mall in Auburn, Mass.

PEOPLE ... In The NEWS

Northeast Region

The Hooksett Comp. Sq. (New Hampshire Wing) was named one of the top recruiting units by the wing. Lt. Col. Alfred Lessard, unit commander, was presented an award by Lt. Col. John Cook of the wing staff. . . . Capt. Stanley Fisch, a rabbi and chaplain of the Wayne Comp. Sq. (New Jersey Wing), has completed the instructor's courses for cardiopulmonary resuscitation (CPR) and advanced first aid, sponsored by the American Red Cross. Cadets Steven and Mindy Fisch have completed the standard first aid and CPR courses. . . . Cadets and senior members of the Downeast Patrol Sq. (Maine Wing) assisted the local Lion's Club with their annual Christmas project of wrapping and delivering gifts and food to about 100 area families. . . . Cadet Julie Brown of the Downeast Patrol Sq. has been elected chairperson of the Maine Wing Cadet Advisory Council. . . . Cadet Thomas Fenton of the Stratford Eagles Cadet Sq. (Connecticut Wing) was selected Outstanding Cadet of the Year for 1979 for the unit.

Cadet Richard E. Graves, Allentown Optimist Comp. Sq. (Pennsylvania Wing), received the Frank Borman Falcon Award at the recent Northeast Region Conference. . . . The West Warwick Comp. Sq. (Rhode Island Wing) was recently presented the Outstanding Unit Citation ribbon by Col. Raymond G. Berger, wing commander. . . . The Norwood Minuteman Comp. Sq. (Massachusetts Wing) recently hosted a breakfast fly-in at Norwood Airport, which featured speeches and awards and was attended by 150 persons. . . . Cadet William Hecht Jr. has been appointed cadet commander of the Camp Curtis Guild Cadet Sq. (Massachusetts Wing), replacing Cadet Steven Thompson. Cadet Charles Hoyt became cadet executive officer and Cadet Shaun Sullivan is now first sergeant.

Sherman A. Herman of the Columbia Montour Sr. Flying Sq. 406 (Pennsylvania Wing) recently piloted a corporate aircraft to take cadets of the Gen. Carl A. Spaatz Comp. Sq. on orientation flights. Cadets Charles Staso and Scott Biever of the Spaatz Sq. were in charge of a recent search skirmish line practice. . . . Four members of the TAK Comp. Sq. (New York Wing) received their observer wings at a recent military ball. They are SMs Claude Anger and Dan Hunter, Capt. Randy Anger, and 1st Lt. Hal Hawley.

Middle East Region

Five members of the Sugarloaf Mountain Comp. Sq. (North Carolina Wing) has received training in radiological monitoring. . . . Twelve Virginia Wing cadets recently received their solo wings at the solo encampment at Camp Nimcock, Va. They are Jerome Fuller, Prince William Comp. Sq.; Andy Mittelman, Langley Comp. Sq.; Jim Lanier, Herndon Comp. Sq.; Tom Furgeson, Danville Comp. Sq.; Scott Parker and Scott Johnson, Monticello Comp. Sq.; Charles Hand, Scott Dingman, John Ivory, Sharon Stephens, Dean McDonald and Robert Lowe, Norfolk Comp. Sq.

Cadets of the Grissom Cadet Sq. (National Capital Wing) recently appeared on Channel 4 in Washington, D.C., on a show called "Stuff" for young adults carried by the NBC network. . . . Wanda Staton, president of the American Legion Auxiliary Unit 13 in Staunton, Va., recently presented two FM portable radios for search and rescue use to 1st Lt. David L. Maiden of the Augusta Comp. Sq. (Virginia Wing). . . . Roanoke Comp. Sq. (Virginia Wing) cadets have completed an advanced first aid and emergency care course. They are Kent Swink, Bonnie Woods, Betsy Woods, Tommy Bias, Doug Kabler, Craig Covert,

Susan Wimmer, Paul Garst, Bobby Fleshman. Also attending was 1st Lt. Douglas Russell. Class instructor was Dwayne Foutz, a member of a local rescue squad. . . . Pilot members of the Monticello Comp. Sq. (Virginia Wing) recently underwent the Air Force physiological training program at Langley AFB, Va. They are Lt. Col. Ed Woodward, Capt. Charles Ward, 1st Lt. James Board and SM Richard Camp. . . . Members of the Lynchburg Comp. Sq. (Virginia Wing) recently completed a first aid and personal safety course taught by 1st Lt. David Grimes. Attending were Lt. Col. Bob Johnson, 1st Lt. Bonnie Andrus, and David Grimes Sr., Roy Seamster, Patte Erikson, Kelly Walton, Heanne Andrus and Chip Putt.

Southeast Region

Cadets from the Laurie Yonge Comp. Sq. (Florida Wing) attended FAA ceremonies honoring squadron namesake Laurie Yonge, 83, pioneer Jacksonville aviator, who founded the first CAP unit in Florida. The squadron commander, 1st Lt. W.P. Dorough, presented Yonge with a plaque, and unit cadets got to shake hands with him. . . . Members of the Seminole Cadet Sq. (Florida Wing) recently attended a mini-conference of Sector C in Clermont, Fla. They were Jerry McConnell, unit commander, 1st Lts. Scott Freeman and Elaine M. Pavone, 2nd Lt. Astrid Johnson, and Cadets Julie Johnson, Mike McLaughlin, James Grady and Donald Barnes. . . . Florida Wing's Group 7 recently held a search and rescue exercise to train and upgrade pilots, observers and ground personnel, reports 1st Lt. Byron Rambo. . . . Florida Wing recently activated its Group 18 consisting of squadrons in Citrus, Sumter and Hernando Counties. It is commanded by Lt. Col. Fred Hess.

New public affairs officer for the Savannah Comp. Sq. (Georgia Wing) is 1st Lt. Alfred L. Lewis Jr., who transferred from Arizona. . . . Four seniors and 16 cadets from the Ft. Pierce Comp. Sq. and the Lantana-Lake Worth Cadet Sq. (Florida Wing) took part in the annual Cattleman's Day parade in Ft. Pierce recently. . . . Maj. Walter Green has been named commander of Florida Wing's Group 1. He is a captain in the Air Force and recently received the USAF Meritorious Service Award for his duty in Europe. He has also received the CAP Meritorious Service Award for his work with the Alconbury Cadet Sq. in England. . . . Four seniors and nine cadets of the Warner Robins and Macon Area Comp. Sq. (Georgia Wing) recently toured the SAC area at Robins AFB. . . . Using handheld ELT direction finding equipment, Cadet William H. Cumler of the Lakeland Cadet Sq. (Florida Wing) located in an aircraft under construction at the Lakeland Airport, an ELT that had been the subject of a day-long search.

Members of the Gulfport Comp. Sq. (Mississippi Wing) recently toured the Air National Guard base at Gulfport, where they visited the 255th Combat Communications Sq. and talked with the commander Col. Fred B. Eddins. They ate lunch in the base dining hall. Cadets participating were James Morgan, Andrew Doyle, Jon Finnell and Patrick Young. They were accompanied by WO Laurie Penfield. . . . Maj. Charles S. Myers, commander of Florida Group 16, recently turned the keys to a Cessna 150 over to 2nd Lt. A.R. Trowbridge of the Lakeland Sr. Sq. The plane will be used for flight training and mission work. The group recently received three cadet flight scholarships.

North Central Region

The Capital City Comp. Sq. (Nebraska Wing) was recently chartered. It meets in the Lincoln-Lancaster County Building in

Lincoln, Neb. The unit is commanded by Kenneth B. Smith. . . . Lt. Col. Michael Murray, Missouri Wing inspector, has given Col. John Laymon, commander of the Robertson ANG base certificates in recognition for his unit's personnel who helped in judging the Missouri Wing cadet drill competition. . . . The Composite One Sq. (Kansas Wing) recently participated in its first mission for 1980 to locate a missing aircraft. Cadet Joy F. Suer of the same squadron was recently crowned Kansas Cadet Sweetheart. . . . William Barton, legal officer for the Missouri Wing was awarded the Meritorious Service Award for his volunteer work at the Missouri Wing State Meeting.

Maj. "SAM" (Sister Anna-Maria) Coverdell (Nebraska Wing), a teacher at Omaha's Pius VI High School, recently earned her pilot license so she can help transport needed blood to hospitals. She also teaches radiological monitoring and acts as observer on search missions. . . . Cadet Mary Ann Kuszlewicz, still a cadet NCO, is cadet commander of the Lincoln Cadet Sq. (Nebraska Wing). She hopes to become a cadet officer by spring. . . . More than 600 pilots attended the Fifth General Aviation Pilots Educational Clinic, including members of the 837th Sr. Sq., Twin Cities Comp. Sq., Creve-Coeur Sr. Sq., St. Charles Comp. Sq. (Missouri Wing), and also members of the Illinois Wing. The clinic took place recently in St. Louis, Mo. . . . Seven cadets and senior members of the Composite One Sq. (Kansas Wing) recently toured the radar approach control and air traffic control tower at Wichita's Mid-Continent Airport.

Great Lakes Region

New SM Edward J. Kopsky of the Burbank Comp. Sq. (Illinois Wing) is a Chicago police officer. . . . Col. Marjorie Swain, commander of the Ohio Wing, has presented Ohio Group 8 members with certificates of appreciation for their assistance during recent bad weather and flooding. The Ohio Wing's Gregory L. Chokan Memorial Award for excellence in the field of communications went to Lima Comp. Sq. senior members Bruce Spacer and Randy Tuttle. The Hillcrest Cadet Sq. 402 received an award for placing first in the Ohio Wing for the recent recruiting campaign. . . . After spending a weekend working on a float, members of the Galesburg Comp. Sq. (Illinois Wing) entered it in a local parade. The float contained a color guard, various models of aircraft, and a communications table.

Michigan Ninety-Nines have presented a solo flight scholarship to Cadet Frances T. Lynch of the Independence Cadet Sq. (Michigan Wing). . . . Lt. Col. G. Edward Carroll, commander of the McCreary County Comp. Sq. (Kentucky Wing), has received a Distinguished Achievement Award from Dr. James B. Graham, superintendent of public instruction of the Commonwealth of Kentucky, in recognition of his work on the state education committee, task forces and college accreditation visits. Carroll is presently the instructional supervisor for the McCreary County School District.

The Oscoda (Mich.) Charter Township Board has passed a resolution honoring Wurtsmith Comp. Sq. 7-3 (Michigan Wing). The unit chaplain, William L. Stone, who is also a board member, presented the resolution to Lt. Col. Thomas LaForge, squadron commander.

Recently 69 students graduated from the two-day Michigan Wing Squadron Leadership School, which was held at Lansing Community College and hosted by Lansing Group 15. Maj. Barbara Nelson was project officer.

Rocky Mountain Region

Cadets Susan Schafe, Linda Legg, Lisa

McAllister and Michael Kaine of the Mile-Hi Cadet Sq. (Colorado Wing) recently visited Air Force communications facilities at Buckley ANG Base. The tour was arranged by Capt. Ronald Wanttaja, squadron leadership officer, who is a systems engineer with the USAF 2nd Communications Sq. at the base.

Cadets from Group 1 of the Colorado Wing recently attended a winter emergency services bivouac near Denver. The cadets learned how to locate and care for accident victims. They also had a class in radiological defense. . . . SM Carl N. Lucas of the Mountain Home Cadet Sq. (Idaho Wing) and SM Carla M. Falskie of the same squadron were recently married in a military ceremony at the base where Lucas is an airman first class. He is from Sidney, Ark., and is a former member of the McCurtain County Cadet Sq. (Oklahoma Wing).

Southwest Region

Members of the Phoenix-Litchfield Comp. Sq. (Arizona Wing) recently responded to a call for help from Civil Defense officials in Buckeye, Ariz., when two railroad tank cars carrying liquid propane overturned there. First Lt. Dale Robinson and Cadets Jeff Bost, John Sweeney, Chip McCrocklin, Jeff Glasscock, Raymond Garcia, Jim Vanscoter and Bill Hoffard assisted a local rescue squad member, Mickie McCrocklin, in going door-to-door notifying residents to evacuate. . . . Members of the Jersey Village High School Comp. Sq. (Texas Wing) conducted flight training at Weiser Airport recently. Three aircraft were used to complete eight cadet orientation rides, at which 28 seniors and cadets assisted. Three pilot check flights and 12 observer training flights were also completed. . . . The Jersey Village High School Comp. Sq. (Texas Wing) has received the Unit Citation Award for work in 1979 flood relief in coastal Texas counties. The unit's cadet commander, Clint Arnett, received the award streamer from Lt. Col. George Way, wing deputy commander. . . . Cadets Karlos Knost and Robert Sheppard of the Lafayette Comp. Sq. (Louisiana Wing) have received \$200 flight solo scholarships.

Pacific Region

Cadet Rob Caulfield is the new cadet commander of the John J. Montgomery Memorial Cadet Sq. 36 (California Wing). . . . Four cadets of the Beach Cities Cadet Sq. 107 (California Wing) have recently soloed. They are Adam Christin, David Van Waardenburg and Steve Poff. Cadet Lorrie Logan of the same unit has received her pilot license. . . . Pilot 1st Lt. Bob Tarwater of the North Valley Comp. Sq. 26 (California Wing) received the distinction of making three finds in his first three searches. . . . Cadets Grace Muller and George Ishikata of the Presidio of San Francisco Comp. Sq. 86 (California Wing) recently presented former Secretary of the Air Force Stetson with a copy of the book "Hero Next Door" when he visited the Commonwealth Club in San Francisco.

Rose Tracy, a new senior member of the Medford Comp. Sq. (Oregon Wing) is the cadet programs officer. She is working with the wing and Air Force to set up new programs. Her husband is an Air Force recruiter. . . . Capt. Hugo H. Bayona, public affairs officer for the Punsinsula Group 3 (California Wing), has been selected to participate in the Presidential Management Intern Program as an administrative assistant to the associate director of the program in Washington, D.C. . . . Members of the West Bay Comp. Sq. 110 (California Wing) recently organized a search and rescue training session for pilots for 60 people.

Region Announces Staff College

MAXWELL AFB, Ala. — An opportunity to participate in a management type training experience will be available to all senior members of Civil Air Patrol interested in self-improvement and increasing their value to the program at the

Southeast Region Staff College, according to Lt. Col. Richard J. Curran, school director.

The region staff college offers a variety of classroom group discussions and practical sessions, exposing participants to leadership situations. In-depth

orientation sessions led by a staff of professional trainers from the Air Force, CAP and private industry expose the students to areas of goal-setting, planning, organizing and controlling, communication skills that are valuable in private life

and in the business world as well as in the Civil Air Patrol.

Those desiring to enroll in the staff college, which will be held at Maxwell AFB, Aug. 16-22, 1980, should submit CAPF 17 to the Director, Southeast Region Staff College; Rte. 1, Box 478;

Elmore, Ala. 36025.

Please enclose the \$25 preregistration fee. The quota for the school this year is 70 students, who will be accepted on a first-come, first-served basis. The closing date for registration is August 1980. All students will be notified of their acceptance by a letter from the director.

School To Offer NEAT Courses

PHILADELPHIA, Pa. — The National Emergency Assistance Training (NEAT) Schools offer several courses of 10-15 days length at several training sites across the country to prepare participants for ground rescue team work, including leadership, survival and land search techniques.

The schools for 1980 are as follows:

- June 21-29 near Tacoma, Wash., commanded by Lt. Col. Charles Young; offers courses in basic and advanced senior command and leadership, costs \$40 with meals provided.

- June in Iowa, commanded by Col. William Cass, offers basic

and advanced course.

- July 12-20, at Hawk Mountain, Pa., commanded by Lt. Col. John McNabb, offers courses in basic, advanced and expert, field medical, senior command and leadership. Costs \$15, meals not provided.

The Iowa and Washington schools will supply food for all

students. Students attending the Pennsylvania school will be required to bring their own food for the entire duration of the course.

For further information on the NEAT schools, fill out and send the following coupon to the address indicated.

Cadet Squadron Uses Computer As Teacher

HOLYOKE, Mass. — Westover Cadet Sq. (Massachusetts Wing) has developed a new training technique for its Phase I and Phase II cadets. Their Radio Shack TRS-80 computer is being used as a programmed learning device to teach chain of command, customs and courtesies, rank and insignia, squadron policies, and the Cadet Program.

Cadets are scheduled to use the computer during the regular meeting times. The aerospace education officer demonstrates how to load the programs and how to use the keyboard to answer questions. Cadets can operate the computer proficiently in about 15 minutes.

Once instructed, the cadet answers each multiple choice question as it appears on the screen. The computer tells him whether the answer is right or wrong. If he is wrong, he attempts to answer the same question again.

Each subject or chapter has three programs of varying difficulty. Each one takes approximately 15 minutes to complete. When all three programs are completed, the cadet is debriefed and allowed to take the written exam within two weeks.

The results of this program are that learning takes place faster, subject retention is greater, and cadet interest is higher. The time between contract completions has been reduced and cadet retention has been increased.

The TRS-80 is as versatile as its programmer, says squadron member Kevin Welch. The machine can be used for finance, rosters and probabilities of detection for emergency services, for example.

The Westover unit's machine is a Level I 4K Model.

Practice Search Locates "Lost" Plane Quickly

OKLAHOMA CITY, Okla. — Oklahoma City Cadet Sq. 2 recently conducted a practice exercise. Four planes participated, and the "lost" plane was located an hour after the search was begun. Extensive pre-flight and post-flight briefings were conducted to simulate realistic conditions and "facts" concerning the surrounding circumstances of the plane.

A local television news crew team flew in the aircraft and presented an excellent film story on two evening news broadcasts, which included film footage from the search planes. A local newspaper also carried a photo-story about the successful mission.

As an added complexity in searching for the target, simulated radio failure was assumed between the search planes and the ground search team. Pilot Bill Murphy of the squadron carefully formulated a series of in-flight maneuvers for use in the event of such an occurrence. Using "Murphy's Method," one search plane (piloted by Murphy), using intricate and rehearsed low-level maneuvers, directed the ground team to the target.

No airdrop messages were used and this phase of the mission was quite successful.

Other CAP squadrons interested in obtaining detailed diagrams and instructions on "Murphy's Method" and its applications may contact:

Col. Bruce Langham
Oklahoma City Cadet Sq. 2
2641 N.W. 27
Oklahoma City, Okla. 73107



EVACUATION — Students practice steep terrain evacuation of a casualty at one of the National Emergency Assistance Training schools, where students learn to be members of a CAP ground team.

To: Lt. Col. John McNabb, CAP
526 Acorn Street
Philadelphia, Pa. 19128

I am interested in attending the 1980 NEAT in _____. Please send me the necessary forms and full details and information for the school.

Name _____ Rank _____

Squadron _____

Address _____ City _____ State _____ Zip _____

**Too Many Papers
At Your House?
Leave This One
In A Public Place
As A Recruiting Aid.**

CIVIL AIR PATROL NEWS (ISSN-0009-7810)
NATIONAL HEADQUARTERS—MAXWELL AFB, ALA. 36112

265106499 08019 S
ROBERTSON JAMES L JR
P O BOX 112
HOLLY HILL FL 32017